

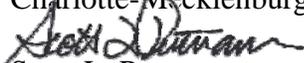


Charlotte Department of Transportation

Memorandum

Date: October 30, 2007

To: Keith MacVean
Charlotte-Mecklenburg Planning Department

From: 
Scott L. Putnam
Development Services Division

Subject: Rezoning Petition 07-142: Located on the south side of Romany Road
between Scott Avenue and Kenilworth
Avenue

Consistency with Transportation Action Plan (TAP): The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Wedge and appears to support the Centers, Corridors and Wedges land use strategy as appropriately scaled development within a Wedge.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 190 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 190 trips per day. This will have a minor impact on the surrounding thoroughfare system.

We have the following specific comments that are critical to CDOT's support of the rezoning petition:

1. The 16-foot setback is provided based on the back of the existing curbline. This zoning district requires that the setback be measured from the back of an existing or proposed curbline. CDOT and the Planning Department will evaluate the need for a proposed curbline and advise the petitioner accordingly for the measurement of the setback.
2. As currently shown on the site plan, the building/parking is located in the future rights-of-way of Scott and Kenilworth Avenues and would not be approved. Once the determination is made concerning the need to identify a proposed curbline and required setback as described above, compliance with the proposed rights-of-way may or may not be necessary.

3. As shown, it does not appear that the proposed one way and two-way driveways meet minimum width requirements. The driveways need to be constructed as Type II-modified driveways with 8-foot minimum radii for passenger vehicles and 16-foot radii for commercial vehicles (waste collection and single unit delivery vehicles).
4. The Duke Power easement needs to be shown on the conditional site plan to see if there are any building or driveway conflicts.
5. The conditional site plan needs to provide an internal system of sidewalks that connects the building entrance(s) to the sidewalk(s) along both Scott and Kenilworth Avenues.
6. On-street parking cannot be approved in this section of Scott Avenue as proposed because it conflicts with one of the two existing vehicular through lanes. On-street parking on Kenilworth Avenue can only be accommodated along the property frontage where it currently is located.
7. We request that the petitioner provide a curb extension where existing on-street parking begins on Kenilworth Avenue, just south of the U-turn at Romany Road.

We have the following general comments that are provided to aid the petitioner in planning and subsequent permitting phases:

Kenilworth Avenue and Scott Avenue are major thoroughfares (inside Route 4) requiring a minimum of 80 feet of right-of-way. The developer/petitioner should convey right-of-way in fee simple title to meet this requirement, measuring 40 feet from the centerline of the roadway.

Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 10' x 10' sight triangles are required for the Type II-modified driveways to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT

prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

To facilitate building permit/driveway permit review and approval, the site plan must be revised to include the following:

- Dimension width of the existing and proposed driveways.
- New/reconstructed driveways must be drop curb ramp Type II-modified driveways.
- Indicate the locations and widths of all adjacent and opposing driveways.
- Indicate typical parking module dimensions.
- Include a parking summary with figures for the numbers of parking spaces required and provided.

If we can be of further assistance, please advise.

SLP

c: R. H. Grochoske
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Rezoning File (2)